



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2406266
Applicant Name: Jennifer Grant for the Port of Seattle
Address of Project: 3629 Duwamish Avenue South

SUMMARY OF PROPOSED ACTION

Master Use Permit for future demolition of an existing 38,400 square foot warehouse building accessory to a cargo terminal (Port of Seattle). A Determination of Non-Significance was prepared by the Port of Seattle.

The following approval is required:

SEPA – to condition pursuant to SMC Chapter 25.05.660

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ EIS

☒ DNS with conditions¹

☒ DNS involving non-exempt grading, or demolition or another agency with jurisdiction.

BACKGROUND DATA

Site and Vicinity Description

The site is located in Terminal 104 (southeast portion), which is located along Duwamish Avenue South, west of the Alaskan Way viaduct and south of South Spokane Street. The west end of the site is bound by the east waterway of the Duwamish River.

¹ The Port of Seattle has acted as lead agency and issued its SEPA threshold determination on April 23, 2004.

The site is currently owned by the Port of Seattle and developed with three warehouse buildings which support the cargo terminal. The subject site and sites in the vicinity are zoned Industrial General 1-U/85 (IG1-U/85) and developed predominantly with an industrial nature.

Proposal Description

The proposed project is to reconfigure and consolidate the area available for truck parking at Terminal 104. The proposed improvements will occur in the southeast corner of Terminal 104 in an area approximately 210 feet by 340 feet. The area of work is currently occupied by warehouse #4, an unpaved open area south of the warehouse, and a paved and recessed loading ramp west of the warehouse. All of the paved areas are at least partially used for truck parking at this time, including open-sided portions of warehouse #4.

The proposed project consists of the following main elements:

- Remove warehouse #4 and leave the existing concrete building slab in place.
- Grade/pave an area of approximately 17,000 sq. ft. located south of warehouse #4.
- Fill and repave the recessed, paved loading area on the west side of warehouse #4.
- Install a storm drainage collection system within the project site, and connect to the existing Port of Seattle stormwater conveyance system at Terminal 104.
- Overlay the project site with asphalt.

The Port is also considering installation of a weather protection structure where minor truck container-trailer maintenance would be completed under cover from the rain and wind. Such repairs would not involve fuels or motor oil. For the purposes of this SEPA analysis, the structure is assumed to be 10,000 sq. ft., or no larger than the existing warehouse.

Public and Agency Comments

No public comments were received during the public comment period, which ended on September 22, 2004.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent, dated April 16, 2004. The Port of Seattle has acted as lead agency and issued its SEPA threshold determination on April 23, 2004. The information in the checklist and the experience of the Department of Planning and Development with review of similar projects form the basis for this analysis and decision. The potential environmental impacts identified in the environmental checklist are discussed below where mitigation under Seattle's SEPA Ordinance is warranted.

Short - Term Impacts

The following temporary or demolition-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates, such as asbestos, during demolition; increased noise and vibration from demolition operations and equipment; increased traffic and parking demand from demolition personnel; tracking of mud onto adjacent streets by demolition vehicles; and vehicle/pedestrian conflicts adjacent to the site. These impacts are not considered significant because they are temporary and/or minor in scope. Although not significant, some of the impacts are adverse and certain mitigation measures are appropriate as specified below.

City codes and/or ordinances apply to the proposal and will provide adequate mitigation for some of the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation); and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of right-of-way during demolition).

Air Quality

Demolition will create dust, leading to an increase in the level of suspended particulates in the air, which could be carried by winds out of the construction area. The Street Use Ordinance (SMC 15.22) requires watering the site, as necessary, to reduce dust. In addition, the Puget Sound Clean Air Agency (PSCAA regulation 9.15) requires that reasonable precautions be taken to avoid dust emissions. In addition to spraying water or chemical suppressants, this may require activities, which produce air-borne materials or other pollutant elements to be contained within a temporary enclosure. Demolition could require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would contribute slightly to the degradation of local air quality. Since the demolition activity would be of short duration, the associated impact is anticipated to be minor, and does not warrant mitigation under SEPA.

PSCAA, Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. However, no permit process exists that ensures that PSCAA has been notified of the proposed building demolition and that asbestos and lighting features have been removed from the site. A condition shall be added requiring the applicant to submit to DPD a copy of the PSCAA Notice of Intent prior to issuance of master use and/or demolition permit. This condition is imposed pursuant to SEPA authority to mitigate air quality, construction and environmental health impacts, SMC 25.05.675 A, B, and F.

Earth

Approximately 1,200 cubic yards of fill will be imported to fill the recessed loading dock area adjacent to the warehouse #4. The unpaved area (1,700 sq. ft.) on the south side of the warehouse #4 will be compacted and leveled before paving. Base course material will be imported and placed on the filled and leveled areas before paving.

The subject site is mapped as liquefaction prone, (which is a City of Seattle Environmentally Critical Area), as much of the area contains fill and is susceptible to liquefaction during an earthquake. Exposed soil will be subject to erosion during construction. Soil will be exposed in localized areas during construction of the proposed storm drainage system, leveling in the area south of warehouse #4, and

filling of the recessed loading area. City of Seattle Standard Temporary Erosion and Sediment Control BMP's (Best Management Practices) will be implemented to minimize the potential for erosion and off site sediment transport. Thus, no further mitigation is warranted.

DECISION

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C) including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C)

CONDITIONS – SEPA

Prior to Issuance of Any Permit to Demolish:

1. The owner(s) and/or responsible party(s) shall provide documentation to the Department of Planning and Development's Land Use Planner that Puget Sound Clear Air Agency has been provided with their Notice of Intent or other required documents.

Signature: _____ (signature on file) Date: January 6, 2005
Bryan Stevens
Land Use Planner

BCS:bg

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